

LLOYD GEORGE SAYS U. S. PUT SEAL ON WAR

FINAL
EDITION

The



World.

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BERLIN ADMITS LOSS TO HAIG; ALLIES GAIN AT TEN POINTS

U. S. TO BRIDGE ATLANTIC WITH 3,000 WOODEN SHIPS TO SMASH U BOAT BLOCKADE

150,000 Workmen Called to Start Building Fleet That Will Reach to Europe.

VESSEL EVERY 3 MILES.

35,000 Men and Gunners to Handle "Pontoon"—Gothals in Charge of Task.

WASHINGTON, April 12 (United Press).—To smash Germany's U boat blockade the United States will virtually bridge the Atlantic. Plans for the construction of 3,000 small wooden boats—the most tremendous merchant ship building programme ever undertaken—have been completed. The boats will be used to transport food and supplies to Entente ports.

The Government shipping board has sent out a call for 150,000 lumbermen and wood workers to begin the task at once. The first thousand ships are to be completed within eighteen months and immediately thereafter 2,000 more will be ordered. Each vessel will be of 3,000 tons with a speed of ten knots, and with extra engines to develop sixteen knots in emergency. Each will cost about \$300,000.

It is the purpose to run them in such fashion that they will constitute a veritable pontoon bridge across the sea—one boat every three miles. The tremendous number is expected to exhaust the most valiant efforts of U boat commanders to cut off supplies from England and France. Work on ways for the ships has already begun at Jacksonville, Fla.; Beaumont, Texas, and a half dozen other points. President Gompers of the American Federation of Labor has promised all co-operation in supplying labor. Complete mobilization of industry in putting the scheme through has been announced.

Commencing Nov. 1, three ships a day will sail into service.

Standardization of design so far as practicable is planned to expedite construction.

The ships will be built by private ship yards under contract for their purchase when completed by the shipping board.

Later the shipping board may then either resell the ships, charter them or operate them.

At least 70 per cent. of the first year's programme will be built on the Pacific coast. The new vessels will be then brought through the Panama Canal with lumber cargoes, for which service at present freight rates, they will earn \$40,000 apiece—more than enough to pay for the trip. Three trips abroad and return, the officials estimate will more than pay for the entire cost of the vessels.

Thirty-five thousand additional men will be needed to man the new fleet, besides adequate gun crews for each ship. A call for college men to go into immediate training for this latter work is being considered by the board.

All workmen, crews and gunners, it is practically assured, will be exempted from any universal military service which may be adopted. Eight-hour law regulations, under present plans, will be suspended to rush the programme to completion.

Gen. Gothals, who directed the construction of the Panama Canal, will superintend the construction of the

TROOP C, FIRST CAVALRY, OFF FOR WAR SERVICE

Commands From Albany and Syracuse Also Move to Concentration Point.

Troop C of the First New York Cavalry, under command of Capt. Backhouse, moved from its armory in Brooklyn to-day to go on duty with the Twenty-third New York Infantry, of which the last two battalions left yesterday. The cavalrymen marched to the Atlantic Avenue Station for their destination. The streets about the armory were crowded with friends and relatives as the men marched out. Their horses had preceded them.

Troops E and D, from Albany and Syracuse, moved to the concentration point early this morning. Troop A, under Capt. Donaldson, will join the rest of the squadron to-morrow. Major E. J. McLeer will go with to-morrow's contingent. It is understood the other two squadrons of the regiment will not be called for muster into the Federal service until horses for them have been collected here by the War Department.

TO TAX ALL BRANCHES OF MOVIE INDUSTRY

Bills Representing Result of Wheeler Investigation Introduced in Both Houses.

ALBANY, April 12.—Bills were introduced in both Houses to-day taxing all departments of the moving picture industry.

These bills are identical and represent the work of the Wheeler committee, which investigated the movies at length.

Under the bills a single headed commission is created which has the power to license all four branches of the business. A tax is proposed on films, levied against each foot and ranging from a quarter of a cent a foot to four and one-quarter cents a foot, depending upon the cost of the negative.

Producers and distributors are taxed \$200 each. Operators are required to pay \$2 each and the theatres are taxed on seating capacity ranging from \$5 to \$200.

MAY WHEAT UP TO \$2.19 1/2

New Record on Reports of Big Export Business.

CHICAGO, April 12.—Assertions that export business was being done on a much larger scale than public announcements would indicate did much to-day to bring about unusually sharp upturn in the price of wheat. May delivery reached a new record, \$2.19 1/2.

Sharp advances were made in corn. Reports were current that scores of distilleries would be utilized by the Government exclusively for the manufacture of denatured alcohol needed for military explosives. It was inferred that a big increase of the demand for corn would result. May corn went from \$1.27 to \$1.35.

Pope Won't Act for Peace "for Diplomatic Reasons."

ROME, April 12.—Austria is pressing Pope Benedict to move for peace among the European belligerents, according to an authentic report in Vatican circles to-day.

BRITISH MILLIONS CONVOYED SAFELY BY AERIAL FLEET

Woodhouse Reveals Secret of Transport Across Channel and Women Take Up Work Here.

The ability of the British Government to transport unlimited numbers of men and quantities of supplies across the channel to the battle front without losses was explained last night by Henry Woodhouse, a Governor of the Aero Club of America, to a group of patriotic women who later organized the Aerial Aid Society at the home of Mrs. Henry Slayback at No. 315 Park Avenue. "Up to Oct. 30, 1916," said Mr. Woodhouse, "the British had moved across the channel 2,000,000 men (including those returned from the front and later sent back), 2,420,000 tons of explosives, 47,504,000 gallons of gasoline, 1,000,000 sick and wounded and over 100,000,000 horses, mules and the like without losses due to enemy attack. This was made possible by the protection of the ships by an enormous body of sea planes and dirigibles, which protected the convoys, not only from raiders, but from submarines beneath the surface and even from mines.

"In the first eighteen days of February 6,076 ships arrived in the ports of the United Kingdom and 8,873 sailed. Every one which came in was examined by scores of seaplanes far out at sea and then conveyed in. Every outgoing ship was conveyed by them.

"The cost to Great Britain of her air defenses so far has been \$350,000,000, of which one-half has been expended in naval protection and the cost patrol. It was worth every cent it cost. What would Great Britain have suffered had she neglected this air protection which has proved its efficiency?

"The United States is undertaking to ship billions of dollars' worth of supplies to the allies. Great Britain has proved by searching tests how these great cargoes may best be protected against undersea boats and dirigibles. We have thirteen naval districts on our coasts. Every one of them needs more airplanes than there are in this whole country to-day with capable operators."

The Aero Aid Society agreed to raise the funds to equip and train a unit of twelve young men, to be selected from the colleges, for seaplane duty at the disposition of the Navy Department. Among the men indicated are Philip F. Treadwell, President of the International Paper Company and those of the executive committee of the Newspaper Publishers' Association. George H. Mead, Gordon H. G. Gould, Edward W. Backus, Alexander Smith of Chicago, George Chubbuck D. and Grant J. Senonobrenner.

NEWSPRINT PAPER MAKERS UNDER INDICTMENT HERE

The Federal Grand Jury this afternoon returned an indictment against the Newspaper Manufacturers' Association and seven members of its executive committee, charging violation of the Sherman Anti-Trust Law.

Bainbridge Colby, Special Prosecutor, asked Judge Cushman to authorize the issuance of bench warrants for the arrest of those indicted.

The men indicted are Philip F. Treadwell, President of the International Paper Company and those of the executive committee of the Newspaper Publishers' Association. George H. Mead, Gordon H. G. Gould, Edward W. Backus, Alexander Smith of Chicago, George Chubbuck D. and Grant J. Senonobrenner.

The indictment charges the defendants with conspiring in general boycotting of prices of newspaper paper.

U. S. PUT FINAL SEAL ON WAR, SAYS PREMIER LLOYD GEORGE; SEES PERMANENT PEACE NEAR

Toasts Drunk to Wilson at Luncheon Celebrating the American Entry.

BLUNDERS AS LESSON.

Premier Declares U. S. Will Do Well to Study the Mistakes of the British.

LONDON, April 12.—Addressing the American Luncheon Club to-day, Premier Lloyd George said the advent of the United States into the war had given the final stamp and seal to the character of the conflict, which was a struggle against military autocracy. Early in the war, Mr. Lloyd George continued, the United States did not comprehend what had been endured in Europe for years from the military caste in Prussia.

The Premier said he was happy in the position of being the first British Minister of the Crown speaking on behalf of the people of the country to salute the American nation as comrades in arms.

"In three years we tried every kind of blunder," said Mr. Lloyd George. "We got into every bunker, but now we have got a good nibble stroke and we are right out into the course."

"It is worth America's while to study our blunders and begin where we are now. I am so glad the United States is sending naval and military experts to this country to exchange views with men who have been through three anxious years of war."

Absolute assurance of victory, the Premier said, was to be found in the word "ships." He saw that the United States realized this fully and had arranged to build a thousand ships for the Atlantic.

Field Marshal von Hindenburg, the Premier went on, had declared that German submarines would put England out of business before the United States was ready.

"He does not know America," the Premier declared.

"I can see peace coming now," the Premier declared. He said it would not be a peace which would mean endless preparation for strife and bloodshed, but "a real peace which this old world has never known."

Strange things had happened in this war, the Premier added, and stranger things were to come. To-day a devastating war was being waged. To-morrow—perhaps not a distant to-morrow—war might be abolished forever from the category of human crime.

The luncheon held to celebrate the entrance of the United States into the war brought together the most distinguished gathering in the history of the club.

The Premier received a tremendous ovation when he entered the room. Toasts were drunk to President Wilson and King George.

"This is the first time we have come into the war in the Old World," remarked Ambassador Page, in introducing Lloyd George, "except when we came to suppress the Barbary pirates. It is singular that our present errand is so similar to that previous errand."

SOCIETY SLUMMING TO END NIGHT COURT FOR WOMEN HERE

Assembly Passes Bill Giving Magistrates Option to Try Cases in Daytime.

Society folk who have adopted the custom of going to the Women's Night Court after supper or to the theatre and listening to the sordid details of policemen's testimony against women who prowl the streets or sell themselves under other circumstances are to be deprived of their favorite after-dark pastime. The Meyer bill, which in effect does away with the Women's Night Court, passed the Assembly to-day.

The bill was drawn and fathered by Chief Magistrate McAdoo, who is of the opinion that the Women's Night Court has become an open sore. It serves to attract a crowd of abnormal persons who would not appear in the daytime.

"By the terms of the Meyer bill," said Chief Magistrate McAdoo to-day, "it is left to the discretion of the Chief Magistrate whether the sessions of this court dealing with women shall be held at night or in the daytime. I am of the opinion that this court should be out in the open light of day. If it should prove that night sessions are necessary, they can be restored."

"I know, and the Magistrates who sit there know, that the Night Court attracts morbid crowds. The Night Court has been and is being exploited by people whose motives are not entirely disinterested. Slumming in the Night Court has become a fad among morbid-minded society women. There is more dramatic interest about a fallen woman standing before a Magistrate at midnight than there is about the same woman standing in the same place at mid-day."

"The Night Court was established to do away with the professional bondswoman. It has accomplished its purpose and I don't think the professional bondswoman can ever be reconverted. Conditions have changed and the wholesale raids on disorderly houses, which parked station houses with women who were the prey of the professional bondswoman, don't happen any more."

"Most of the cases in the Women's Night Court are brought in on warrants. Street women are arrested by special officers and it will not hurt these women to be looked up over night. Most of them plead guilty. If the Governor and the Mayor sign the Meyer bill I will try daylight for the Women's Court for a while anyhow. It may be found desirable to hold both day and night sessions."

Penfield Arrives at Paris on Way Home.

PARIS, April 12.—Frederick C. Penfield, American Ambassador to Austria-Hungary, arrived here to-day en route to Washington. He would not comment on the rumor in relation to his mission to Austria.

AGENT OF GERMANY USED FORGERY TO GET ON SEIZED SHIP

Confesses He Tried to Join Crew "Under Orders"—Alleged Accomplice Seized.

The vigilance and care with which the applications of seafaring men for employment as crews on the German ships in the harbor which were seized upon the declaration of war was justified to-day, when Walter H. S. Griffiths was put under arrest in the office of Collector Dudley Field Malone and confessed he had presented forged credentials and recommendations for the purpose of getting on the ships in the interest of the German Government.

John C. Bolden, who was later arrested in Collector Malone's office charged with the actual forgery of the papers presented by Griffiths, Bolden gave as his address No. 522 West One Hundred and Fifty-eighth Street.

Thomas B. Heffler, business representative of the Collector, received the application of Griffiths. Among others was a letter from the Antilles Marine Corporation, of which Deputy Dock Commissioner Eastman is a director. It said Griffiths had acted as captain of the yacht Condor, owned by that company. Eastman was sent for.

Meanwhile Griffiths presented his certificate as a master in steam and sail and asked to be assigned as a deck officer on one of the German ships.

The moment Mr. Eastman saw the man he recognized him as a former employee who had urged upon the Antilles Company a project for smuggling contraband into Germany at a great profit and another scheme for supplying arms and munitions to the rebels in Santo Domingo, who are fighting United States Marines. Both plans were rejected.

The clerks in Heffler's office were instructed to watch Griffiths without his knowledge while he was left alone with the papers he had offered to Heffler. Almost immediately one of them reported Griffiths had abstracted a letter from the bunch Heffler re-entered the room and demanded the paper back Griffiths denied having taken it. He was told Heffler knew it to be a letter purporting to be signed by A. de Wilde, Vice President of the Republic Steamship Company of No. 79 Broad Street. Griffiths denied ever having had such a paper.

Chief Henry of the local Secret Service Bureau was called downstairs and searched Griffiths. The missing letter, torn to bits, was found in his pocket. The signature of de Wilde had been chewed.

Griffiths then broke down and confessed he was a German agent who had forged the de Wilde letter in order to get on one of the seized ships to do whatever his superiors in the German service in this country ordered him to do.

Men were also sent to bring de Wilde to the collector's office to find out everything he knew about Griffiths' use of his name. He also claimed all knowledge of the letter and verified the fact that it was a forgery.

Griffiths and Bolden were taken before Magistrate Ten Eyck and held under bail of \$5,000 for forty-eight hours. Detectives say Bolden confessed.

Less of a Rush at Marriage License Bureau.

The number of marriage licenses and marriage services performed showed a continued falling off to-day, although the number is still above the normal. It is reported that the Germans had been seized and thirty-seven marriages had been performed.

GERMANS LOSE TRENCHES FROM LENS TO CHAMPAGNE TO THE BRITISH AND FRENCH

Fighting Grows in Intensity Before British Front, Where Germans Are Massing Reinforcements in Effort to Regain Vimy Ridge.

NEW CANADIAN DRIVE ALONG A MILE FRONT

BERLIN (via London), April 12.—"After frequent fruitless assaults by the enemy, Monchy was lost to us," said to-day's official report. South of the Scarpe the enemy thrust strongly against us."

LONDON, April 12.—Official despatches from the British Headquarters in France and from the French War Office in Paris indicate big gains at many points along the line from the vicinity of Lens to the Champagne region, both the English and French armies sharing in the successes.

Everywhere the fighting is increasing in intensity. A statement by Gen. F. B. Maurice, British Director of Military Operations, indicates the belief that the battle on the St. Quentin-Cambrai front is developing into the greatest engagement of the war.

The Germans appear to have been reinforced in the positions upon which the British assaults have driven them back, and are offering desperate resistance.

Despatches from the fronts show contact at about ten different points on the long line in which the British and French troops were successful either in winning trenches or in repulsing German attacks.

In the operations to-day Field Marshal Haig extended his offensive further north of the Vimy Ridge. In smashing attacks his forces this morning swept the Germans out of two important positions and they are now astride the Deule River at Souchez, a few miles southwest of Lens.

A strongly defended hill near Givenchy, known as Piople, was taken. Boisenhache, a mile further northward, was also captured.

Germans are making desperate attacks on the eastern slopes of Vimy Ridge, but are unable to gain headway. At one point the British stormed and captured a German trench. South of the Ridge Canadian troops advanced on a mile front and took nearly a mile of German trenches. The Germans are fighting bitterly to regain Monchy, north of the road to Cambrai, but the British still hold the town.

Despatches from Paris say that in an attack last night on the new front below St. Quentin, between Coucy and Quincy-Bassée, the French drove back the Germans to the southwestern edge of the upper Coucy Forest, capturing several important positions. In the Champagne the Germans were ejected from trenches east of Sapignoul.

Following is the text of Gen. Haig's report to the London War Office:

"The weather continues wet and stormy. Early this morning we attacked and captured two important positions in the enemy's lines north of Vimy Ridge, astride the river at Souchez. A number of prisoners were taken by us.

"During the night two hostile attacks upon our new positions on the northern end of Vimy Ridge were driven off by our machine gun fire with heavy German losses. Some progress has been made south of the River Scarpe."

Bitter fighting is in progress north and south of the Arras-Cambrai high road. At Monchy-le-Preux (to the north) and around Bullecourt (to the south) the British have thrust forward two formidable wedges. To-day they were bringing enormous pressure to bear on the sides of these wedges to sweep the foe out of the intervening ground.

Against both these wedges German